RTIP ID# *(required)* **RIV050535**

TCWG Consideration Date

Project Description

The project will construct a new full access interchange on Route 60 at Potrero Boulevard located approximately 1.2 miles west of the I-10 / SR 60 junction within the City of Beaumont, County of Riverside. Potrero Boulevard will be a 6-lane local arterial roadway crossing over Route 60 with a bridge structure and traffic signals at the ramp termini's. Eastbound and westbound ramp systems will be constructed and will include HOV lanes and ramp metering infrastructure, approach auxiliary lanes for 2-lane exits, grading, drainage, retaining walls, signing and pavement delineations. The purpose of the project is to improve safety and freeway operations along Route 60 and Interstate 10 by upgrading the State Route to Freeway standards; reduce accidents and facilitate safer movements by eliminating at-grade intersections to Route 60; and improve local and regional traffic circulation north and south of SR 60 to accommodate public access to existing and future businesses and developments.

Type of Project
New Interchange

County Riverside	Narrative Location/Route & Postmiles Project improvements will begin on Route 60 at PM 28.22 and end at PM 30.23. Potrero Boulevard, a 6-lane arterial roadway will cross Route 60 at PM 28.95. Improvements will occur along Route 60 between Jack Rabbit Trail Road and the I-10 / SR 60 Junction. **Caltrans Project – EA#** 341400

Lead Agency: California State Department of Transportation (Caltrans)

Contact Person	**Phone#**	**Fax#**	**Email**
Jason Bennacke	(909) 556-8852 (mobile)	(909) 383-6899	Jason_Bennacke@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
	X				

Scheduled Date of Federal Action:

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	**Section 6004 –Categorical Exemption**		**Section 6005 – Non-Categorical Exemption**
		X	

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2006	2009	2010	2012
End	2009	2011	2012	2013

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

A. Purpose of the Project

The purpose of the proposed project is to:

1) Improve safety and freeway operations along State Route 60 by upgrading the State Route to freeway standards;

2) Reduce accidents and facilitate safer movements by eliminating at-grade intersections to State Route 60; and

3) Improve local and regional traffic circulation north and south of State Route 60 to accommodate existing businesses and residences and improve emergency response times.

B. Need for the Project

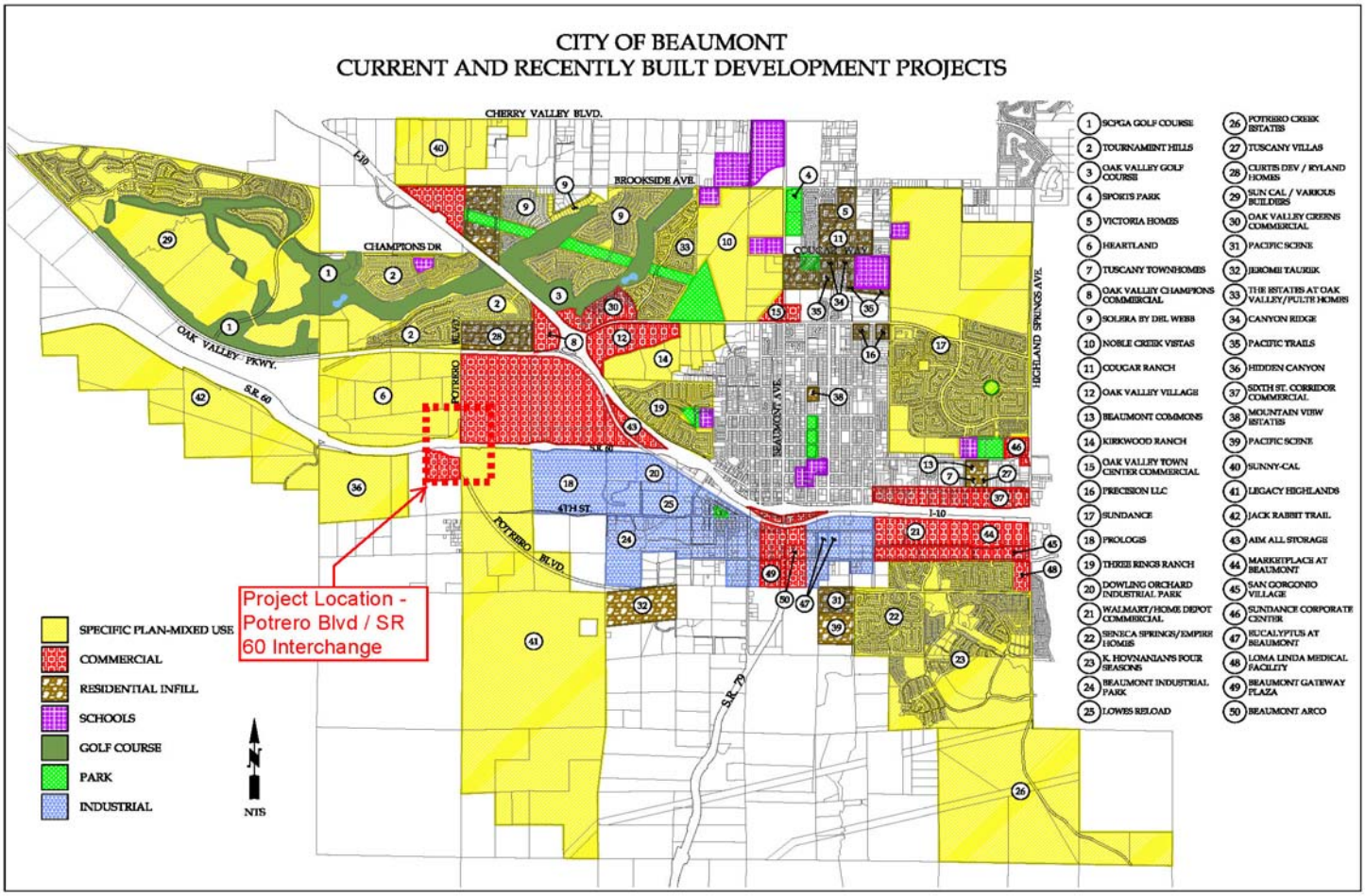
Currently, the portion of State Route 60 between Jack Rabbit Trail and the I-10/SR 60 Junction within the project limits is a 4-lane divided highway with at-grade intersections and other points of access located north and south of the freeway. These access points allow ingress and egress to the existing freeway under freeway speeds which has created safety and operational issues over the years. The proposed project will upgrade State Route 60 to a freeway standard by eliminating these access points, constructing a concrete median barrier, and providing access to existing businesses and residences along Western Knolls Avenue by extending this frontage road to the proposed interchange overcrossing roadway, Potrero Boulevard.

Since 2003, more than 130 collisions have been reported within the limits of the proposed project along State Route 60 that resulted in three (3) fatalities and fifty-one (51) injuries. Many of these accidents will be eliminated or reduced once the at-grade intersections are eliminated as part of the proposed project.

The City's General Plan Circulation Element and regional transportation agency planning documents call for the construction of the proposed project and pertinent local roadways that will serve the western area of the City. Once completed, local traffic will have better access to businesses and residences north and south of State Route 60. This benefits the regional traffic movements in the area since local traffic would not use the freeways as much. Another benefit of the proposed project would be providing another access from the freeway to the businesses and residences by emergency vehicles. The proposed project would reduce response times to less than five (5) minutes.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

LAND USES - The interchange is proposed to be constructed approximately 8,000 feet west of the I-10 Freeway. Existing land surrounding the proposed interchange are relatively undeveloped at this time. A large residential land development (Heartland) is currently under construction north and northwest of the proposed interchange. The area adjacent to the proposed interchange are zoned as single family residential to the northwest, commercial and industrial to the south and southwest, and is governed by a Urban Village Overlay to the northeast. The Urban Village Overlay is a specific plan that will include a regional commercial center, high density residential developments and recreational amenities. The following graphic depicts the land uses the City of Beaumont is planning for:



TRAFFIC GENERATORS - The study area currently has relatively high percentages of truck traffic because the I-10 Freeway serves as a primary viaduct for interstate commerce. The existing truck percentage along the freeway mainline facilities is approximately 13%. The truck traffic percentage for near-term 2015 conditions is expected to be similar to existing conditions. **For 2035 traffic conditions, truck percentages are anticipated to decrease because the study area is being developed into a suburban community comprised of mostly residential neighborhoods.** The 2035 traffic forecast is based on the Pass Area Model (PAM), which is a focused version of the Riverside County Integrated Projects (RCIP) traffic model. The PAM and RCIP models do not have a separate truck model, and count one truck as one vehicle. However, the PAM and RCIP models do make a general assumption that the truck traffic on the freeways and state routes is 12% while the truck traffic on arterials is 5%. The traffic model assumptions were made based on the "Quick Response Freight Manual", and Appendix 3.5 of this report contains the traffic model coding subroutine. A Passenger Car Equivalence (PCE) factor of 2.0 has been used to account for heavy vehicles. Therefore, the following truck percentage values are assumed at the following locations for 2035 conditions:

- I-10 Freeway, SR-60 Freeway, SR-79: **12%**
- Local Arterials and Intersections: **5%**

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Freeway	Mainline Segment	Near-Term 2015 Without Potrero Interchange				Near-Term 2015 With Potrero Alternative 1				Near-Term 2015 With Potrero Alternative 2			
		Level of Service[1]		Average Daily Traffic (ADT)		Level of Service		Average Daily Traffic (ADT)		Level of Service		Average Daily Traffic (ADT)	
		AM	PM	Total	Trucks	AM	PM	Total	Trucks	AM	PM	Total	Trucks
Interstate 10	West of Oak Valley Off-Ramp	C	D	119,900	15,600	C	D	119,900	15,600	C	D	119,900	15,600
	West of SR-60 Interchange	C	D	122,900	16,000	B	B	112,400	14,600	B	B	112,400	14,600
	East of SR-60 Interchange	C	D	166,100	21,600	B	C	164,100	21,300	B	C	164,100	21,300
	East of SR-79 Interchange	C	D	164,800	21,400	B	C	164,800	21,400	B	C	164,800	21,400
State Route 60	West of Potrero Off-Ramp	C	D	67,800	8,800	C	D	67,800	8,800	C	D	67,800	8,800
	East of Potrero Off-Ramp	C	D	67,800	8,800	B	B	63,600	8,300	B	B	63,600	8,300

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Freeway	Mainline Segment	Long-Range 2035 Without Potrero Interchange				Long-Range 2035 With Potrero Alternative 1				Long-Range 2035 With Potrero Alternative 2			
		Level of Service		Average Daily Traffic (ADT)		Level of Service		Average Daily Traffic (ADT)		Level of Service		Average Daily Traffic (ADT)	
		AM	PM	Total	Trucks	AM	PM	Total	Trucks	AM	PM	Total	Trucks
Interstate 10	West of Oak Valley Off-Ramp	F	F	179,700	21,600	F	F	179,700	21,600	F	F	179,700	21,600
	West of SR-60 Interchange	F	F	209,900	25,200	C	C	159,900	19,200	C	C	159,900	19,200
	East of SR-60 Interchange	E	F	246,800	29,600	D	E	246,800	29,600	D	E	246,800	29,600
	East of SR-79 Interchange	D	E	246,800	29,600	C	E	246,800	29,600	C	E	246,800	29,600
State Route 60	West of Potrero Off-Ramp	E	F	139,300	16,700	E	F	118,400	14,200	E	F	118,400	14,200
	East of Potrero Off-Ramp	E	F	139,300	16,700	C	C	105,000	12,600	C	C	105,000	12,600

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

See Attachment A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

See Attachment B

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

See Attachment C

Comments/Explanation/Details *(attach additional sheets as necessary)*

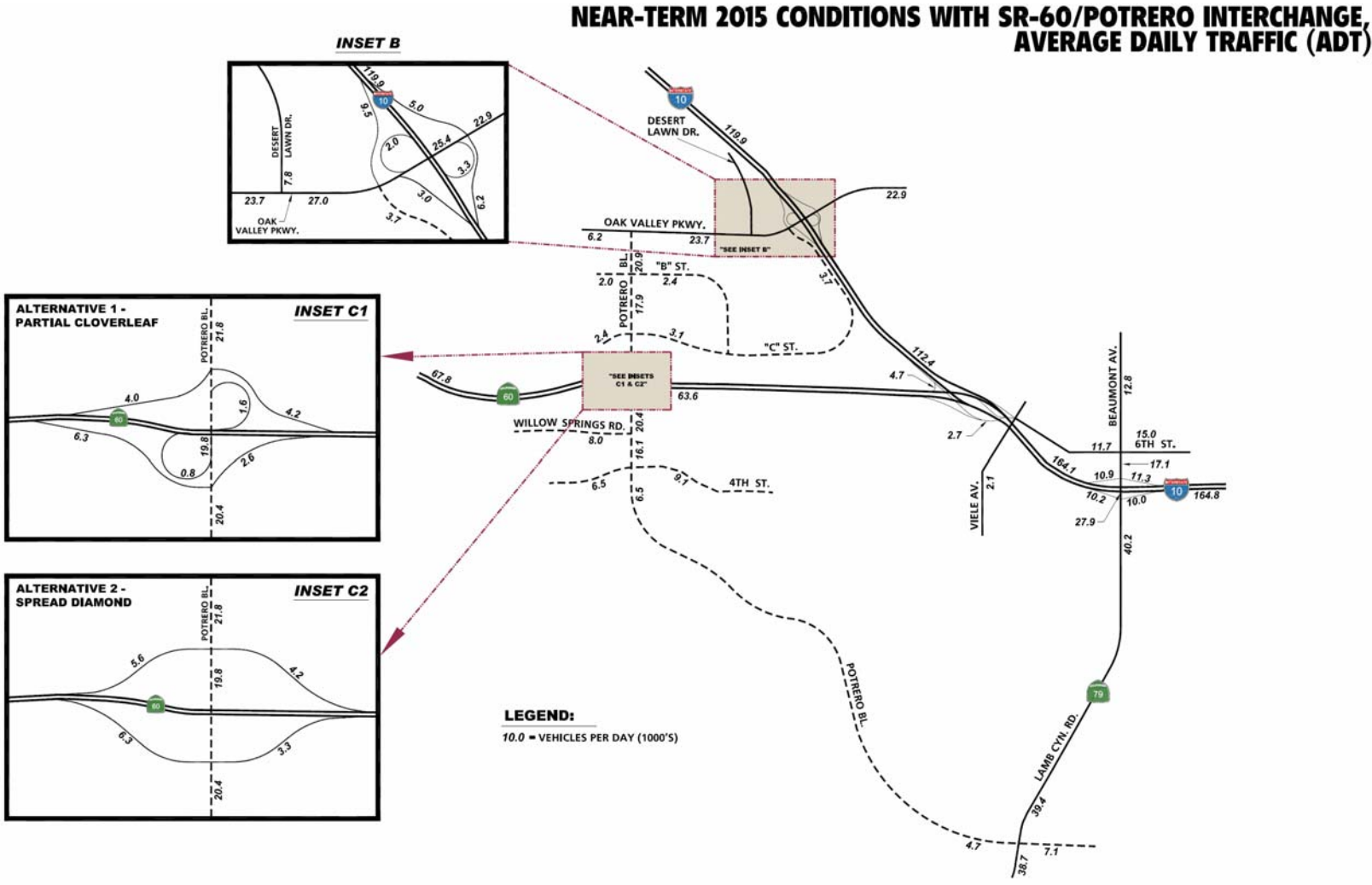
The following are examples of projects that are *not* an air quality concern under 40 CFR 93.123(b)(1)(i) and (ii):

- Any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F;
- An intersection channelization project or interchange configuration project that involves either turn lanes or slots, or lanes or movements that are physically separated. These kinds of projects improve freeway operations by smoothing traffic flow and vehicle speeds by improving weave and merge operations, which would not be expected to create or worsen PM2.5 or PM10 violations; and
- Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increase in idling. Thus, they would be expected to have a neutral or positive influence on PM2.5 or PM10 emissions.

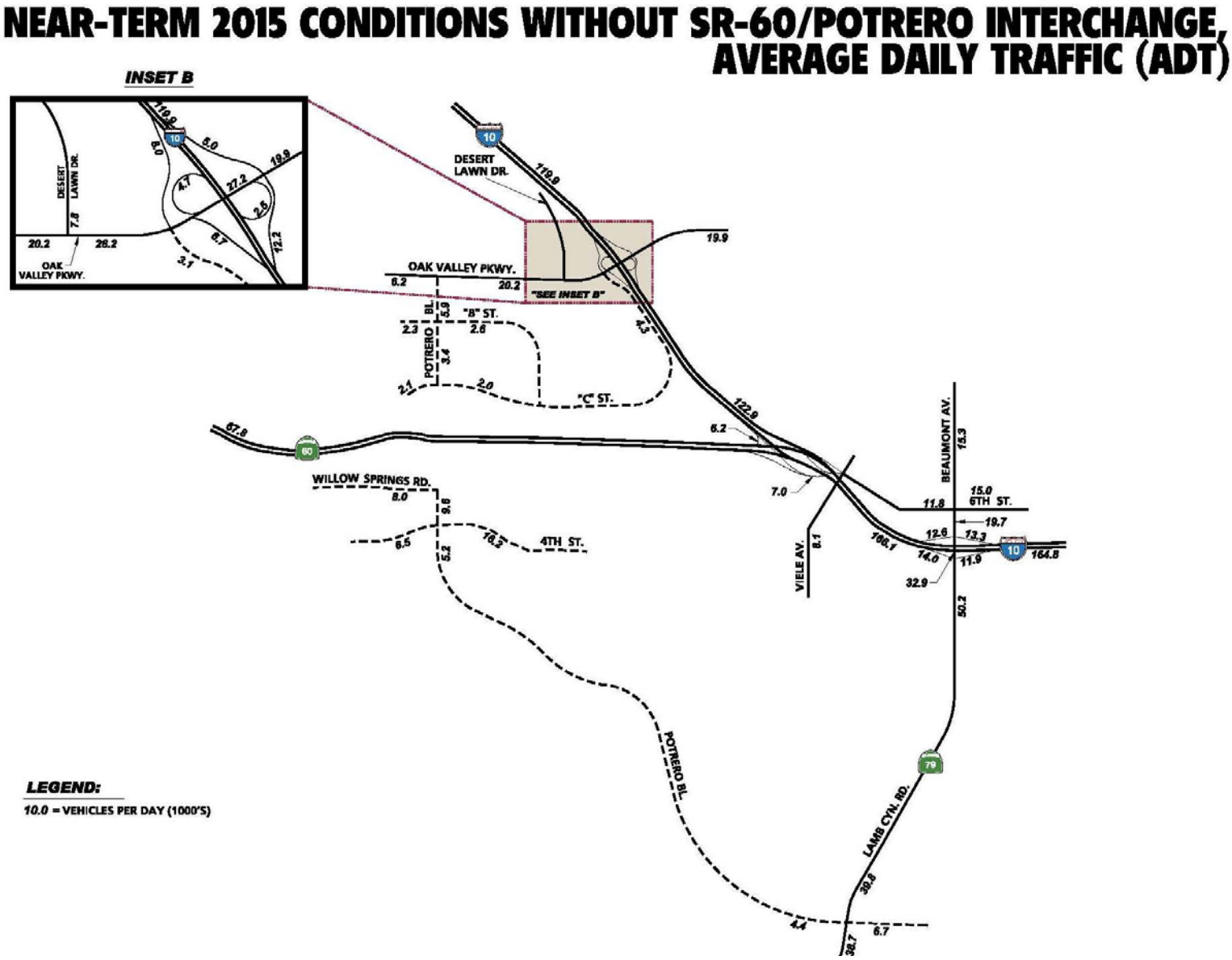
The proposed project will provide congestion relief and decrease the volume to capacity ratios in the project vicinity, which will improve traffic flow, and vehicle speeds, and will not involve an increase in idling thus the proposed project is not considered to be a POAQC, and future new or worsened PM2.5 and PM10 violations of any standard are not anticipated, and therefore the project meets the conformity hot-spot requirements in 40 CFR 93.116 and 93.123.

Attachment A

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT



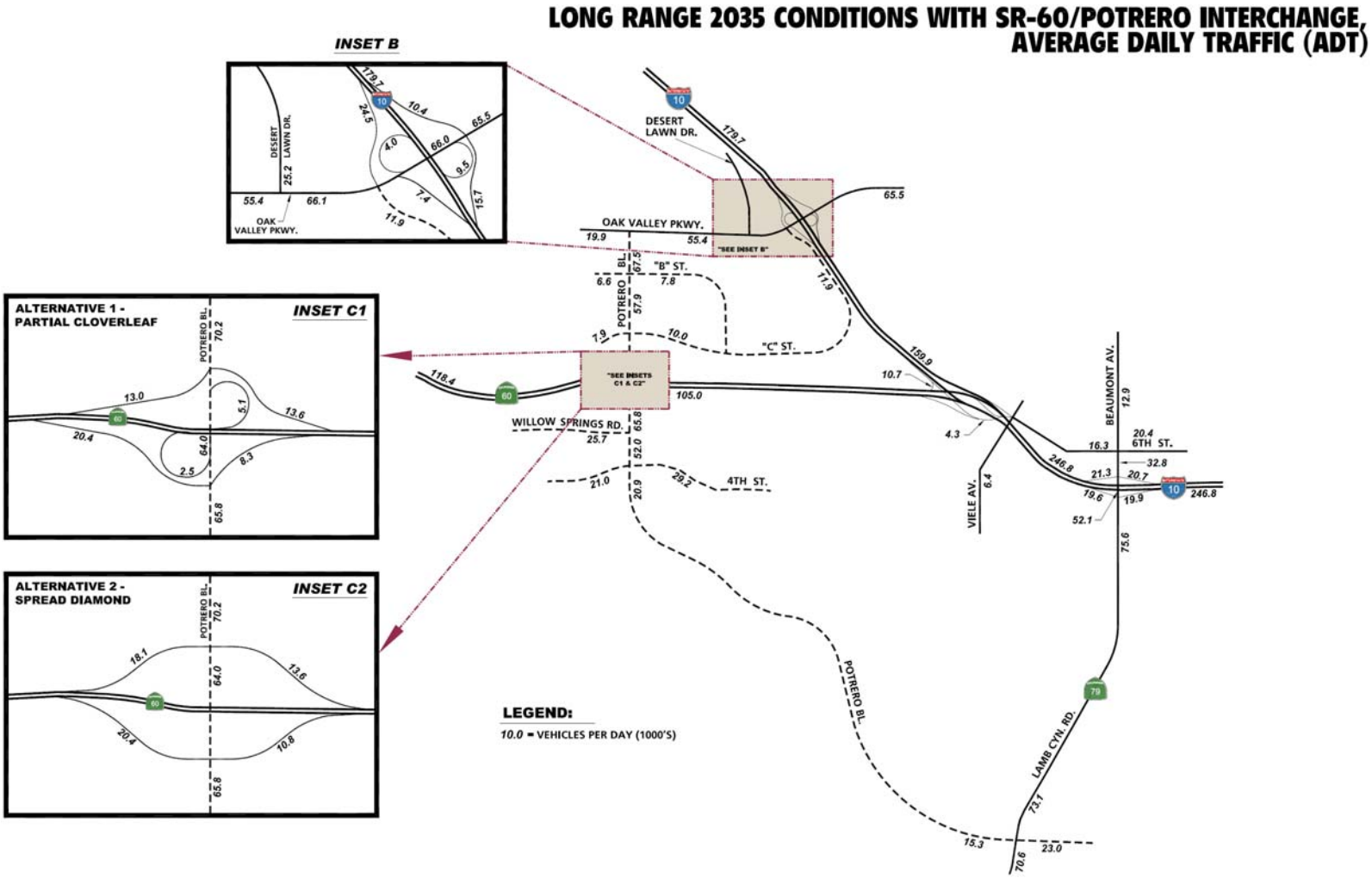
Attachment A(Continued)



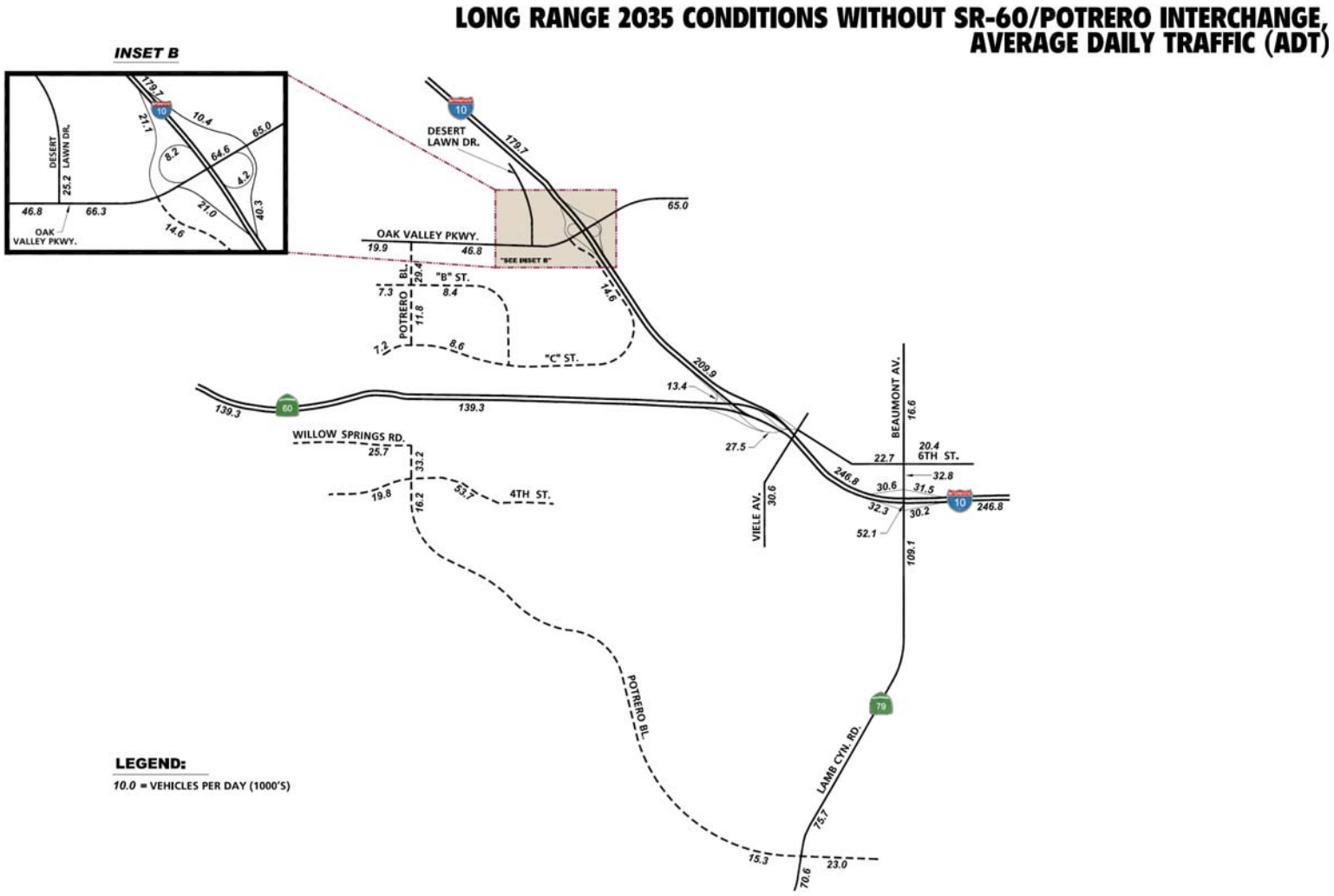
The existing truck percentage along the freeway mainline facilities is approximately 13%. The truck traffic percentage for 2015 conditions is expected to be similar to existing conditions.

Attachment B

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT



Attachment B (Continued)



Truck percentage values are expected to be 12% along the I-10 Freeway, SR-60 Freeway, and SR-79, and 5% along local arterials and intersections.

Attachment C

Describe potential traffic redistribution effects of congestion relief

The purpose of the proposed project is to alleviate congestion at other adjacent interchange locations to meet future traffic demands. As detailed in the traffic impact study for the proposed project, project improvements would cause LOS conditions to improve or remain constant along the project limits studied in the traffic impact study, A summary of LOS conditions in the project vicinity is provided in the tables below.

Overall Summary of the Intersection Operations Analysis

Intersection		Existing 2006 Condition Table 2-1				Long-Range 2035 Without Potrero Interchange Table 5-1				Long-Range 2035 With Potrero Alternative 1 Table 5-2				Long-Range 2035 With Potrero Alternative 2 Table 5-3				**Near-Term 2015 Without Potrero Interchange Table S-1**				Near-Term 2015 With Potrero Alternative 1 Table 5-4				Near-Term 2015 With Potrero Alternative 2 Table 5-5			
		Delay (Sec)		Level of Service		Delay (Sec)		Level of Service		Delay (Sec)		Level of Service		Delay (Sec)		Level of Service		**Delay (Sec)**		**Level of Service**		Delay (Sec)		Level of Service		Delay (Sec)		Level of Service	
No.	Name	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	**AM**	**PM**	**AM**	**PM**	AM	PM	AM	PM	AM	PM	AM	PM
1	Potrero Boulevard (NS) • Oak Valley Pkwy (EW)					20.3	23.8	C	C	8.8	12.2	A	B	9.0	10.2	A	B	**28.9**	**22.7**	**C**	**C**	5.7	4.4	A	A	9.5	5.9	A	A
2	Potrero Boulevard (NS) • "B" Street (EW)					26.6	26.1	C	C	9.2	28.4	A	C	9.8	49.5	A	D	**22.0**	**16.0**	**C**	**B**	5.5	8.5	A	A	5.9	8.4	A	A
3	Potrero Boulevard (NS) • "C" Street (EW)					25.8	40.1	C	D	37.1	35.9	D	D	36.0	29.2	D	C	**51.0**	**20.8**	**D**	**C**	9.0	8.6	A	A	8.3	7.4	A	A
4	Potrero Boulevard (NS) • SR-60 WB Ramps (EW)									11.6	14.6	B	B	21.2	29.3	C	C					5.3	5.0	A	A	8.2	8.9	A	A
5	Potrero Boulevard (NS) • SR-60 EB Ramps (EW)									9.9	16.7	A	B	20.7	46.9	C	D					6.4	6.4	A	A	14.8	15.1	B	B
6	Potrero Boulevard (NS) • Willow Springs Road (EW)					28.3	50.2	C	D	35.0	36.9	D	D	26.3	43.6	C	D	**25.9**	**24.7**	**C**	**C**	13.0	14.6	B	B	12.8	19.8	B	B
7	Potrero Boulevard (NS) • 4th Street (EW)					40.1	37.3	D	D	30.2	32.2	C	C	32.7	31.4	C	C	**26.2**	**24.7**	**C**	**C**	14.9	13.0	B	B	15.9	13.7	B	B
8	Desert Lawn Drive (NS) • Oak Valley Pkwy (EW)					23.4	--	C	F	19.1	29.5	B	C	19.0	27.0	B	C	**13.5**	**13.3**	**B**	**B**	10.6	11.8	B	B	10.4	10.9	B	B
10	I-10 EB Ramps (NS) • Oak Valley Pkwy (EW)	15.5	16.0	C	C	22.9	--	C	F	23.6	--	F	F	25.6	--	F	F	**19.5**	**22.1**	**B**	**C**	12.1	12.9	B	B	12.2	14.5	B	B
11	I-10 WB Ramps (NS) • Oak Valley Pkwy (EW)	12.0	23.2	B	C	43.3	--	D	F	15.3	20.6	B	C	16.0	19.1	B	B	**24.3**	**22.8**	**C**	**C**	10.9	11.5	B	B	11.5	12.6	B	B
12A	SR-60 & I-10 EB Off Ramp (NS) • I-10 EB On Ramp & 6th St (EW)					11.9	--	B	F	0.6	5.0	A	A	0.6	5.0	A	A	**3.2**	**4.9**	**A**	**A**	1.0	1.8	A	A	1.0	1.8	A	A
12B	Viele Ave (NS) • 6th Street (EW)	9.8	10.6	A	B	31.6	--	C	F	7.4	10.5	A	B	7.4	10.5	A	B	**12.3**	**11.8**	**B**	**B**	5.4	6.2	A	A	5.4	6.2	A	A
13	Beaumont Avenue (NS) • 6th Street (EW)	17.9	15.1	B	B	60.2	--	F	F	39.6	54.3	D	F	39.6	54.3	D	F	**45.3**	**44.1**	**D**	**D**	25.2	25.4	C	C	25.2	25.4	C	C
14	Beaumont Ave (NS) • I-10 WB Ramps (EW)	22.8	31.2	C	C	--	--	F	F	--	--	F	F	--	--	F	F	**21.3**	**29.1**	**C**	**C**	16.3	16.4	B	B	16.3	16.4	B	B
15	Beaumont Ave (NS) • I-10 EB Ramps (EW)	9.9	13.4	A	B	--	--	F	F	8.9	--	A	F	8.9	--	A	F	**8.1**	**10.0**	**A**	**A**	4.0	5.1	A	A	4.0	5.1	A	A
16	Lamb Canyon Road SR-79 (NS) • Potrero Boulevard (EW)	9.2	8.9	A	A	53.3	77.4	F	F	52.7	--	F	F	52.7	--	F	F	**22.0**	**21.8**	**C**	**C**	14.7	16.5	B	B	14.7	16.5	B	B